

### Maule Aircraft Model Differences

Model No.	Wing Span	Aileron Length	Flap Length	Rudder chord (ins)	Max Flap Angle	Aux/Gal.	Cabin Seating	Landing Gear	Gross Weight	Wing Area (ft <sup>2</sup> )
M-4	29'8"	69 ¼"	70½"		35°/40°	11.5	4	TW/Oleo	2100	152.5
M-5	30'10"	61 5/8"	90"	13 ½	35°/40°	11.5	4	TW/Oleo	2300/2500	157.9
M-6 (old)	32'11"	51 ¼"	120"	13 ½	48°	13	4	TW/Oleo	2500	165.6
M-6 (new)	32'11"	54 5/8"	120"	14 ½	48°	15	4/5	TW/Oleo	2500	165.6
MX-7-180	30'10"	53"	109 3/8"	13 ½	48°	15	4/5	TW/Oleo	2500	157.9
MX-7-235	30'10"	53"	109 3/8"	13 ½	48°	15	4/5	TW/Oleo	2500	157.9
MX-7-420	30'10"	53"	109 3/8"	14 ½	40°	15/21	4/5	TW/Oleo	2500	157.9
M-7-235**	33'8"	53"	126"	14 ½	48°	15/21	5	TW/Oleo	2500	169.2
M-7-420**	33'8"	53"	126"	14 ½	40°	15/21	4	Amphib	2750	169.2
M-7-420A**	33'8"	60"	119"	14 ½	40°	15/21	4	Amphib	2750	169.2
M-8-235	32'11"	60"	114 5/8"	14 ½	40°	15/21	4/5	TW/Spring	2500	165.6
MXT-7-420	32'11"	60"	114 5/8"	14 ½	40°	21	4/5	Tri-Gear	2500	165.6
MXT-7-180	32'11"	60"	114 5/8"	14 ½	40°	15/21	4/5	Tri-Gear	2500	165.6
MXT-7-180A*	32'11"	60"	114 5/8"	14 ½	40°	15/21	4	Tri-Gear	2400	165.6
MX-7-160*	32'11"	60"	114 5/8"	14 ½	40°/48°	15/21	4	TW/Oleo	2200	165.6
MXT-7-160*	32'11"	60"	114 5/8"	14 ½	40°	15/21	4	Tri-Gear	2200	165.6
MX-7-180A*	32'11"	60"	114 5/8"	14 ½	40°/48°	15/21	4	TW/Oleo	2400	165.6
MX-7-180B	32'11"	60"	114 5/8"	14 ½	40°/48°	15/21	4/5	TW/Oleo	2500	165.6
MX-7-180C	32'11"	60"	114 5/8"	14 ½	48°	15/21	4/5	TW/Spring	2500	165.6
M-7-235A**	33'8"	60"	119"	14 ½	48°	15/21	5	TW/Oleo	2500	169.2
M-7-235B**	32'11"	60"	114 5/8"	14 ½	40°/48°	15/21	5	TW/Oleo	2500	165.6
M-7-235C**	32'11"	60"	114 5/8"	14 ½	48°	15/21	5	TW/Spring	2500	165.6
MT-7-235**	32'11"	60"	114 5/8"	14 ½	40°	15/21	5	Tri-Gear	2500	165.6
M-7-260**	32'11"	60"	114 5/8"	14 ½	48°	15/21	5	TW/Oleo	2500	165.6
MT-7-260**	32'11"	60"	114 5/8"	14 ½	40°	15/21	5	Tri-Gear	2500	165.6
M-7-260C**	32'11"	60"	114 5/8"	14 ½	48°	15/21	5	TW/Spring	2500	165.6
M-7-420AC**	33'8"	60"	119"	14 ½	40°	15/21	5	TW/Spring	2500	169.2
MX-7-205C >	32'11"	60"	114 5/8"	14 ½	48°	15/21	4/5	TW/Spring	2500	165.6
M-7-220TC** >	32'11"	60"	114 5/8"	14 ½	48°	15/21	5	TW/Spring	2500	165.6
MX-7-180AC* >	32'11"	60"	114 5/8"	14 ½	48°	15/21	4/5	TW/Spring	2400	165.6
MX-7-160C*	32'11"	60"	114 5/8"	14 ½	48°	15/21	4	TW/Spring	2200	165.6

\*Fixed Pitch \*\*Has larger M-7 Cabin > Type Certification future.≈ Engine Model No.'s are as follows: -160 has Lycoming O-320-B2D; -180/180B/180C has Lycoming O-360-C1F; -180A has Lycoming O-360-C1F/C4F; -235/235A/235B/235C has Lycoming O-540-J1A5D/J3A5 /B4B5 or IO-540-W1A5D/W1A5 (except MT-7 has IO only); -260/260C has Lycoming IO-540-V4A5; -420 has Allison 250-B17C. Usable Fuel/Mains: 20/21.5 -ck TC data for effectivity. (M4/5 aileron chord is 15"; old M-6 has 16 ¼"; New M-6 and subsequent models has 17" chord)